

**THIRTY DOLLARS
PER ANNUM.**

Intimations.

BOVRIL ISN'T DEAR.

in fact, value for value, it is one of the cheapest drinks and one of the most economical foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and while giving a more genuine and lasting warmth than the latter, contains, in addition, the nutritive principles of beef worth many times its cost.

Old fashioned beef teas and meat extracts, whether known as such, or disguised under more pretentious modern names contain none of the **NUTRITIVE** properties of beef. Baron Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a nourishment Meat Extract is probably the most expensive article one can buy. Bovril one of the cheapest.

Brawl

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

— 12 —

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT.....ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN  COALS.

THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

— 10 —

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,

Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoetsu, Sasebo, Miika, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and **SOLE AGENTS** for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Mannoura.

Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
[53c] N. INUZUKA, Manager, Hongkong.

CHRISTMAS HAMPERS.

ASSORTMENT OF CHOICEST WINES AND

SPIRITS.


CHEAPEST AND BEST IN THE MARKET.

Apply to

H. PRICE & CO.,
12, Queen's Road

Hongkong, 19th November, 1902 1952c

 AQUARIUS COMPANY.

 All the AQUARIUS COMPANY'S Waters are Manufactured from
TREBLE DISTILLED WATER. Absolute purity can only be
obtained by distillation.

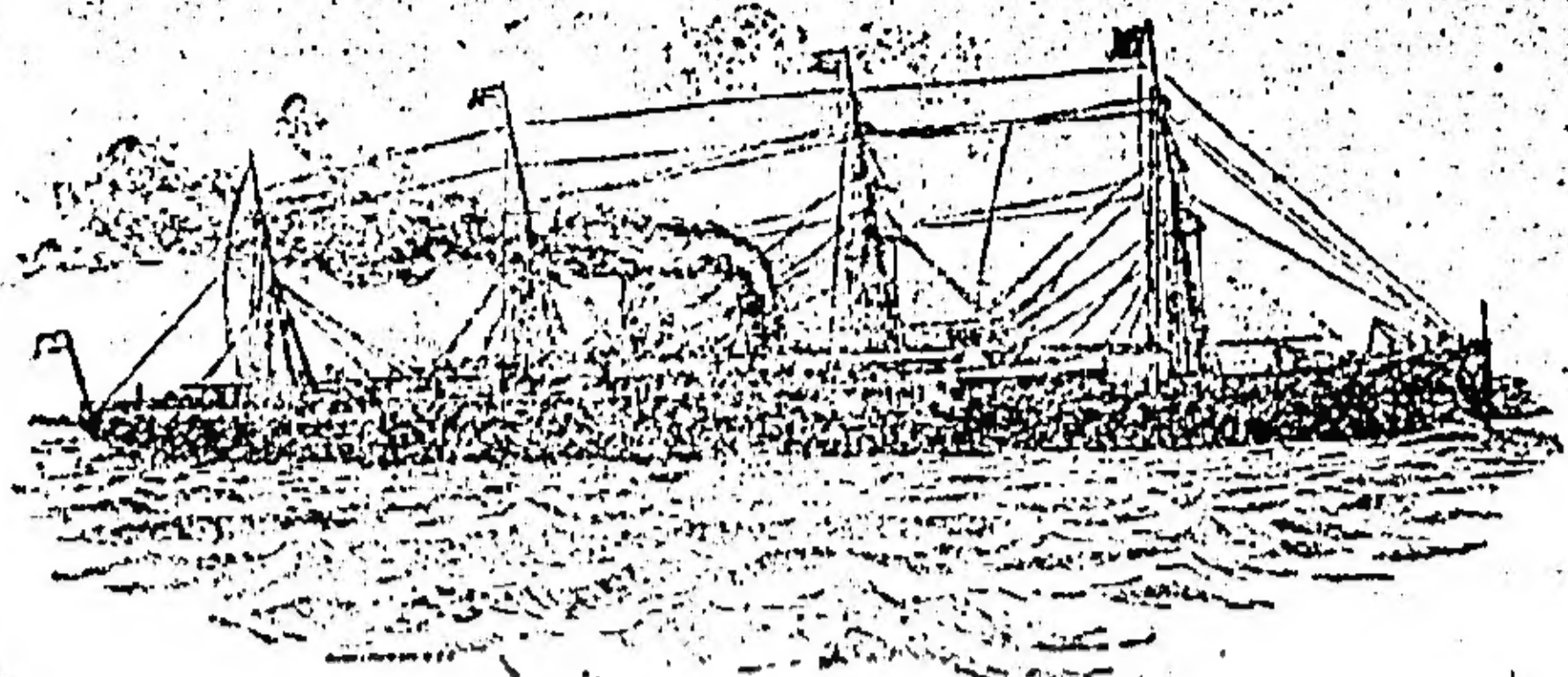
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AQUARIUS MINERAL WATER.
AQUARIUS SILENT WATER.
AQUARIUS GINGER ALE.
AQUARIUS TONIC.

AQUARIUS LITHIA WATER.—
AQUARIUS STONE BOTTLED GINGER BEER.

Hongkong, 13th November, 1962. [22]

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	FRIDAY, 28th November, at Daylight.
"AMERICA MARU"	SATURDAY, 6th December, at Noon.
"KOREA"	SATURDAY, 13th December, at Noon.
"GAELIC"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"OHINA"	THURSDAY, 8th January, 1903, at Noon.
"DOJIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1901; 10 days, 15 hours.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 28th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

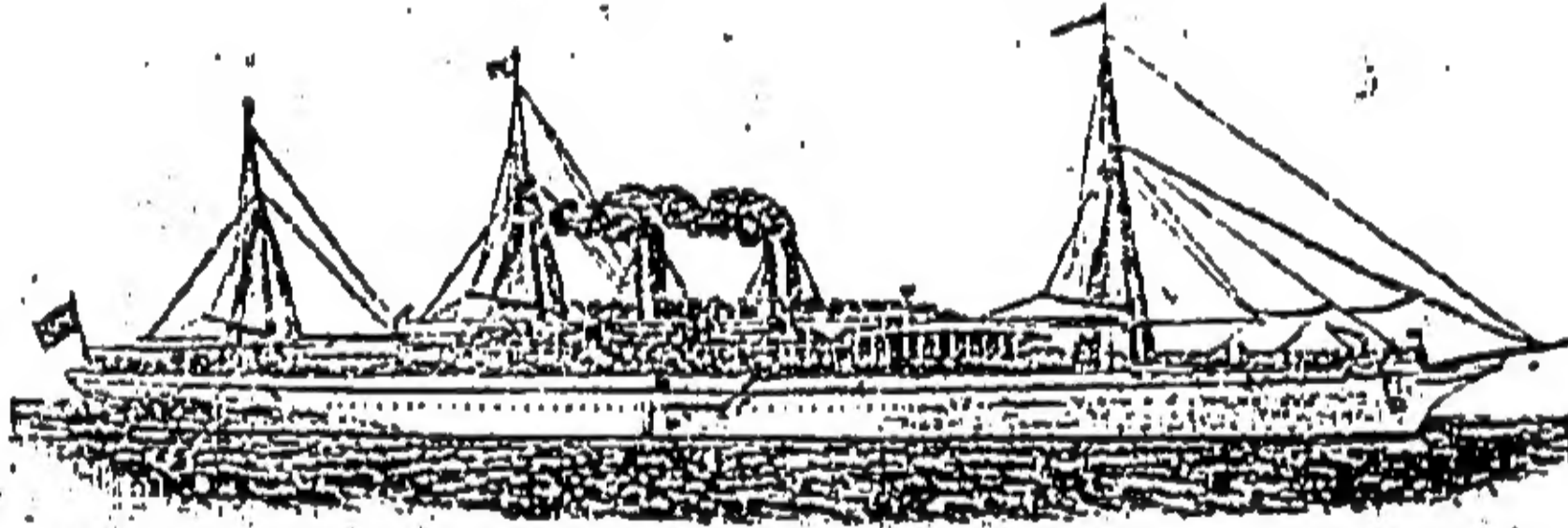
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 22nd November 1902

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR	Comdr. E. Beetham, R.N.R. WEDNESDAY, 3rd Dec.
EMRESS OF JAPAN	Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th Dec.
ATHENIAN	Comdr. H. Mowatt, R.N.R. WEDNESDAY, 31st Dec.
EMRESS OF CHINA	Comdr. R. Archibald, R.N.R. WEDNESDAY, 14th Jan.
EMRESS OF INDIA	Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 11th Feb.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	
MARGBURG	HAVRE and HAMBURG.	3rd Dec.	Freight.
Niermeyers	(Calling at SINGAPORE and PENANG.)		
SUEVIA	HAVRE and HAMBURG.	17th Dec.	Freight.
Nierck	(Calling at SINGAPORE and COLOMBO.)		
ALESIA	GENOA and HAMBURG.	31st Dec.	Freight.
Schönfeldt	(Calling at SINGAPORE and PENANG.)		
NURNBERG	HAVRE and HAMBURG.	13th Jan.	Freight.
Jaburg	(Calling at SINGAPORE and COLOMBO.)	1903	
SILESIA	HAVRE and HAMBURG.	27th Jan.	Freight.
Bahle	(Calling at SINGAPORE and PENANG.)	1903	

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings

Hongkong, 16th November, 1902.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 25th November, 1902, at 11 A.M., at their SALES ROOMS, No. 29, Des Vaux Road, A LARGE ASSORTMENT OF GALVANISED TOWE BOLTS, CABIN HOOKS, ESPAGNOLETTE BOLTS with BRASS HANDLES, BRASS BUTT HINGES, DOOR SPRINGS, &c., &c. TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 24th November, 1902. [1256d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 25th November, 1902, at 3 P.M., at Nos. 2 and 3 Shau-ki-wan Road, CAUSEWAY BAY, One SMALL PLANING MACHINE, One DRILLING MACHINE, Three SCREW CUTTING LATHES, One HORIZONTAL TANDER ENGINE (with set of Pulley and Belts to drive the above), One MILLER 6 feet by 8 feet, Two Lengths of SHAPING with COUPLING and BRACKETS, Three COUNTER SHAFTS with BRACKETS, Two PORTABLE FORGES, Two Sets of BLACKSMITHS TOOLS, Great Quantity of LATHES, TOOLS, HAMMERS, ANVILS, One 2-ton CHAIN BLOCK, &c., &c.

Also: One New Steam-Launch built of Teakwood and Boiler tested by R.O.T.

Length 29 feet.
Breadth 6 feet.
Depth 3 ft. 6 in.
Engine 35 by 7.

The launch will be on view from To-day until day of sale at A King's Shipway, Wanchai, and will be sold at 2.30 P.M.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th November, 1902. [1241d]

Intimations.

E. R. GOVERNMENT BILLS.

TENDERS for SPECIE, MEXICAN or BRITISH DOLLARS, Current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., on WEDNESDAY, the 26th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in Duplicate, and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "Tenders for Government Bills."

The right to accept or reject any or all of the Tenders is reserved. Forms of Tenders can be had on application.

GEO. H. FERRIER, Colonel, Chief Paymaster, China.

His Majesty's Treasury Office, Queen's Road, Hongkong, 20th November, 1902. [1257d]

NOTICE.

WE, THE BAN AN STEAMSHIP CO., LIMITED, of Victoria, Hongkong, hereby give Notice that in consequence of change of owners, we have applied to the Board of Trade under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship EMERALDA, of Hongkong Official Number 95,859 of Gross Tonnage 1,495 tons, Register Tonnage 966 tons, heretofore owned by The China and Manila Steamship Company Limited for Permission to change her name to AN PHO and to have her registered in the New Name at the Port of Hongkong as owned by The Ban An Steamship Company Limited. Any Objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within 7 days from the Appearance of this Advertisement.

Dated at Victoria, Hongkong, the 20th day of November, 1902. [1250d]

SALT HERRINGS

FROM

SCOTLAND.

\$5 A KEG.

RITCHIE & Co.,

Des Vaux Road.

Hongkong, 17th November, 1902. [1567d]

Intimations.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, TO-MORROW, the 25th instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the Report of the Directors and Statements of Accounts to the 31st April last; and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th instant, both days inclusive.

By Order of the Board of Directors, W. H. RAY, Secretary.

Hongkong, 24th November, 1902. [1165d]

THE HONGKONG STEAM WATER BOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 20, Des Vaux Road, TO-MORROW, the 25th day of November, at NOON, for the purpose of presenting the Report and Statement of Accounts to the 30th of September, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both Days inclusive.

J. W. KEW, Manager.

Hongkong, 24th November, 1902. [1218d]

HONGKONG NURSING INSTITUTION.

THE ANNUAL MEETING will be held in the CITY HALL, TO-MORROW, 25th November, at 12 o'clock.

K. GOODMAN, Hon. Secretary.

Hongkong, 24th November, 1902. [1259f]

ST. GEORGE'S BALL.

A MEETING OF THE SUBSCRIBERS to the ST. GEORGE'S BALL will be held by kind permission, at the CITY HALL, TO-MORROW, 25th November, 1902, at 5.15 P.M.

His Honour the Chief Justice, Sir WILLIAM MEIGH GOODMAN, will preside.

Up to the present there are 36 Subscribers. Further intending Subscribers are requested to sign lists now in circulation or to notify the Undersigned as early as possible.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 13th November, 1902. [1213d]

THE FUNJOM MINING COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 13, Beaconsfield Arcade, Victoria, in the Colony of Hongkong, on THURSDAY, the 27th day of November, 1902, at 12 o'clock, Noon, when the Subjoined Special Resolution which was passed at the Extraordinary General Meeting held on the 11th day of November, 1902, will be submitted for confirmation.

1. That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$11 each, with the sum of \$10 paid up on each, and that the Directors be and are authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$10 each on which the sum of \$10 each has been paid up, and that one New Share of \$11, with the sum of \$10 paid up thereon, be given in lieu of and in exchange for each old share of \$10 fully paid up, and that thereupon the said old shares be cancelled.

2. That of the remaining \$1 payable in respect of each of the New Shares, the sum of 10 cents be paid on the surrender of the old share, and that the remainder be called up (if necessary), and paid at such times and in such instalments as the Board may determine.

By Order of the Board of Directors, W. KERFOOT HUGHES, Secretary.

Hongkong, 11th November, 1902. [1199d]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY MEETING of the MEMBERS of the above Club will be held at the GRAND STAND, Race Course Enclosure, at 5 P.M., on FRIDAY, the 28th instant.

BUSINESS.—To pass the Programme of the Race Meeting to be held in February next.

By Order, J. GRANT, Secretary.

Hongkong, 20th November, 1902. [1250d]

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1902 at the RATE of FIFTY CENTS per Share for FIVE Pence on the Capital of the Company will be PAYABLE at THE HONGKONG AND SHANGHAI BANK, HONGKONG, on and after SATURDAY, the 29th instant, on WARRANTS to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The DIVIDEND will also be PAYABLE at THE HONGKONG AND SHANGHAI BANK, SHANGHAI, on Presentation of Warrants there, on and after the same Date.

The REGISTER OF SHARES will be CLOSED from MONDAY, the 24th instant, until TUESDAY, the 2nd December, both Days inclusive, during which Period NO Transfer of Shares will be registered.

By Order, A. H. MANCELL, Secretary.

Hongkong, 17th November, 1902. [1259d]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPT., 7, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors, S. A. SETH, Secretary.

Hongkong, 19th November, 1902. [1243d]

Hotels.

GO TO THE KOWLOON HOTEL, KOWLOON.

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty rooms elegantly furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

"BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers. The strictest supervision as to food and cleanliness is exercised by a European Manager.

57d) Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBAUGH CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c)

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HÆMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1902.

[21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LYNE, CRAWFORD & Co.

Hongkong, 20th November, 1902.

[1256c]

DROZ & Co.,

WATCH MANUFACTURERS.

STEAM FACTORY ESTABLISHED 1861.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH & CHRONOMETERS.

TRADE MARKS:

MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS

by competent European experts at

Moderate Rate.

NO. 14, QUEEN'S ROAD CENTRAL

Hongkong, 10th October, 1902. [1254c]

—CHRISTMAS CAKES—

H. RUTTONJEE begs to inform the Pub-

lic of Hongkong, Kowloon and Coast

Ports that having secured the services of a

First Class Competent Pastry Baker with a

very long experience in his business, he is in

a position to make splendid CHRISTMAS

CAKES this year. He used to assure his

numerous kind patrons that no efforts will be

spared to make his XMAS CAKES of the

finest and most expensive ingredients

obtainable.

10% Discount for Cash.

H. RUTTONJEE,

No. 5, D'Agulhar Street,

Nos. 39 and 40, Elgin Road, Kowloon.

Hongkong, 31st October, 1902. [807d]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

CHARTERS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS' GENUINE

COMPOSITION RED-HEAD

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

OUR LONDON LETTER.

ROYAL PROCESSION AND LORD MAYOR'S SHOW.

FLEET STREET, October 24th.

After the King's procession to the City comes the Lord Mayor's show. From pageant to pageant London progresses serenely, for during the last few years we have grown as used to the sight of the King's procession as we are to the sight of the Lord Mayor's show. The Lord Mayor's show is a procession of the City of London, and it is a procession of the City of London. The Lord Mayor's show is a procession of the City of London, and it is a procession of the City of London. The Lord Mayor's show is a procession of the City of London, and it is a procession of the City of London.

The provincial mayors and other public dignitaries view the show from the London County Council's stand in Trafalgar Square. To-night 30,000 troops are in readiness for duty, and Londoners have set their alarm clocks at an early hour to deter them, wet or shine, to show that their loyalty is only more intense for having its expression deferred for a time. There is a holiday in the banks, but a general holiday. On Sunday there is a thanksgiving service at St. Paul's, on Monday a grand review at Buckingham Palace, and then the King and Queen seek rest for a week at Newmarket and the latter at Sandringham.

A few days later the new Lord Mayor, Sir Marcus Samuel, shapes his smaller course through "the square mile." Sir Marcus is a large shipowner whose firm owns a fleet of tank steamers for oil carrying purposes. He introduced the transport of petroleum in bulk through the Suez Canal, and in 1898 for services rendered in raising the *Victoria* in that quarter, he received a knighthood. He has traveled much.

IN CHINA AND JAPAN

and years ago established a business, I believe, in the latter country. As he represents the Portoken ward of which the Jewish quarter comprises the greater part, the Lord Mayor's show will this year pass through the famous Petticoat Lane and Aldgate in addition to the usual route. This is an innovation over which the London Ghetto is much excited. Sir Marcus is the fifth Jew to occupy the Mansion House, and he is in no way ashamed of his race. The chief feature of the show will be three cars representing the development of the shipping of Great Britain. At the Mansion House reception in the evening will be Miss Son, Fukuzawa, the ten-year-old daughter of Viscount Hayashi, the Japanese Minister.

I am assured on good authority that the proposal is being considered of extending the tour of the Duke and Duchess of Cornwall, after the Delhi Durbar, to a complete circle of the world, paying brief visits to China, Japan, United States, and Canada. The Duke will take to India a beautifully inscribed parchment containing the terms of the address to be read by the Viceroy at the Durbar. A question arose as to who should be the owner of the parchment, but it was decided that it should be placed in the archives of the Government house at Calcutta.

The Spanish Government is taking steps to encourage the iron and steel industry. A number of engineers, mining experts, and surveyors are being appointed to explore various parts of the country and report on the districts favourable for development. A special mining and survey department will probably be created. In the meantime an influential Spaniard, of my acquaintance, resident in London, has succeeded in securing a company to run a railway through the mining districts, connecting Bilbao, Burgos, Madrid, and Biarritz. British engineers and capital control the line.

ASK for ASAHI JAPANESE BEER.—G. Girault.

The Colonial Office is well pleased at the progress of land settlement in the Orange River Colony. The last return showed that the board had established no less than 4,300 settlers with aggregate capital of £1,370,000. The Transvaal board shows nothing like such good results.

There is joyful anticipation in the heart of the British schoolboy. Early in November a conference of headmasters and mathematicians meets at Oxford to consider the

EXCLUSION OF EUCLID

from the curriculum of public schools. They may decide upon some geometrical text-book to take its place, but the original "pons asinorum" seems to be doomed. England, I believe, is the only country in which Euclid is taught to-day.

The London County Council on Tuesday threw out an expensive scheme brought forward by a special committee, to purchase a site on the Embankment just west of the Hotel Cecil, for £900,000, whereon a noble office for the growing work of the Council should be erected. It was declared by the opponents of the scheme, that the building itself would cost nearly a million, and that if such an extravagant scheme were begun there would be no telling where it would end. Those who favoured the ambitious proposal declared that the municipal offices of the heart of the Empire should not be set in a back street, but should occupy the best site available. There was a lively debate, ending in some curious crossvoting, and the rejection of the scheme by a majority of 25. Public opinion seems to support this decision, but I am much mistaken if the project is more than temporarily scotched.

The latest American invasion is upon the paper trade, an Indiana syndicate having purchased the Thames Paper Mill at Purfleet. Mr. W. J. Aisford is over here arranging for the equipment of the mill on American lines. A member of the leading firm of London paper agents tells me that English concerns have nothing to fear in this direction, for though there is a speedier machine in America than those used by English makers, the quality of paper is no higher and there is little likelihood of the Americans being able to reduce the price materially.

The Macedonian unrest is causing uneasiness in London diplomatic circles as well as in other capitals of Europe, not because anything serious is anticipated from the Balkans themselves, but because of the opportunities these periodical disturbances afford to the watchful Russian to pull the screw on Turkey and the surrounding small governments. In St. Petersburg and Vienna, I hear, there is just now something of a sensation in consequence of the disappearance of a dispatch sent by Count Lamsdorff, the Russian Chancellor, to Count Goluchowski, at Vienna. This dispatch deals with the present troubles and the influence they may have on the future relations of both Austria and Russia towards Turkey. Hence if it becomes public property diplomacy in several capitals may be difficult.

According to reports which have reached an official quarter here from Sofia, both the Turkish and Bulgarian authorities are seeking for 50,000 rifles and large stores of ammunition which it is known have been hid in various parts of Macedonia and Bulgaria during the last few months. The rifles represent stocks which have been purchased from time to time in Belgium, Holland, and Germany.

Very little interest was taken by the general public in the celebration of the anniversary of the battle of Trafalgar. The Navy League decorated Nelson's Column in Trafalgar Square but the stands erected to view the procession marred the effect. The old *Victoria* at Portsmouth and the Nelson Monument at Liverpool were also decorated.

Cambridge University men are delighted at John Morley's munificent gift of the Acton library to their Alma Mater. This library of nearly 7,000 volumes was collected by the late Lord Acton, "the most learned man in Europe," and on his death was bought by Andrew Carnegie and presented to John Morley. Cambridge will be able to keep it entire and apart for the use of students, a purpose which would have suited their collector very well indeed.

The latest announcement is that the Canadian Mail Steamship Company is that idea of using Galway Bay as a terminus has been abandoned. It is stated, with some show

of authority, that the place selected for the terminus is Blackrock Bay, and that the Midland Great Western Railway of Ireland, under a working agreement with the London and North-Western, has agreed to build a line in connection with their system and to improve the line through County Mayo that the journey may be made to Dublin in about four hours.

The announcement of a giant Canadian Trust to supply Canadian goods to British markets at prices twenty to a hundred per cent below present charges has aroused great interest. The Earl of Aberdeen and many other well-known men are connected with the scheme. Foodstuffs will be the principal articles dealt with, and shops or distributing centres will be opened throughout Great Britain. There is a great deal of warm feeling towards Canada nowadays, and that will help to give the enterprise a good send off when the details of operation are completed.

MR. CARNEGIE AS PROPHET.

The British people, like the British army, is receiving plenty of advice just now. In the multitude of "counsellors" there is doubtless copious wisdom, though much of it seems to be more repetition. We hope the British nation will receive with due meekness the suggestion Mr. Andrew Carnegie has administered at St. Andrews, and will blush when it reflects upon its "degrading tastes." But it will occur to some of us, perhaps, that Mr. Carnegie displayed rather dubious tact when he selected such an occasion to lecture those who sought to do him honour. Besides, is not this sort of thing a little overdone? That Mr. Carnegie had some grounds for his diatribe need not be questioned. As a race, the British play too much, and a section of the population—far smaller than external critics suppose—consume more alcohol than is good for them. Yet we are inclined to object to Mr. Carnegie's manner of presentation of his views. Unless the exigencies of the situation have induced him to have inferred that the failings he perceives among the British are not visible in "these States," to that contention we are unable to subscribe. Let us admit all the stock arguments of comparison between American enterprise and British lassitude, and so on, the fact remains that the defects which Mr. Carnegie discerns in British civilization are reproduced, and even intensified, in America. There is nothing in Great Britain to compare with the sinks of iniquity discoverable in Chicago. British politics are not yet shaped and directed from the saloon. We did not make such a muddle of our prolonged war in South Africa as the American War Office made of the little unpleasantness in Cuba. Tammany has not yet arisen in our midst and the London police do not "face" innocent victims with their clubs. The difference between the drinking habits of Great Britain and the States is only the difference between eye whiskey and Scotch. The variation in the tobacco habit in the two countries is a mere matter of cuspidors. The rude sport of foot-ball in England becomes in America the most rude sport of baseball. If America has displaced Great Britain as the foremost nation in wealth and commerce, it is not because her Administration has fewer flaws, or because her people are less prone to fall victims to weakness of frail humanity. She is triumphing in spite of the fact that she shares the failings of Europe. She owes her rapid progress to a stimulating climate that generates energy, to her vast natural resources, and to that special impetus which must follow the sadder peopling of a great country. We do not deny all that is claimed for American business, enterprise and industrial capacity, but we object to the attempt that seems to have been made—if we interpret Mr. Carnegie's summary aright—to single out Great Britain for special condemnation for the "degrading tastes" that are certainly not absent from America. That does not minimise the general force after Carnegie's remarks of course; yet places a rather different complexion upon his comparison.

Mr. Carnegie's estimate of the probable duration of the iron resources of England and America will be received with astonishment and some alarm. The United States are already producing twice as much iron ore annually as Great Britain. The only consolation is that if the iron ore of Great Britain is approaching

exhaustion, so, too, must be that of Germany and the other countries of Europe where iron is produced in large quantities. Mr. Carnegie's notion of a United States of Europe "on an industrial basis" is about as chimerical as Mr. Stead's bland suggestion to the Pope to found a New Vatican on the banks of the Thames. If the "American invasion" becomes a real menace, the Governments of Europe will not be slow to effect whatever readjustments are necessary to confront changing conditions; but if we may venture to follow Mr. Carnegie into the realm of prophecy we would predict that there is no more likelihood of a United States of Europe within a discernible period of time, than there is of Europe entering into the American Commonwealth. The fact is that there are risks about about the prognostication which may lead astray even a multi-millionaire. Mr. Carnegie assumes several things that must remain open questions. He assumes, for instance, a period of unbroken internal peace and concord for the United States. Is he quite justified in doing so, because the sky is cloudless now? The problem of the black races in the States will furnish a terrible complication some day, from the menace of which Europe is happily free. Again, it is certain that America will always remain one and indivisible? The centre of power is steadily drifting westward, and greater agglomerations of people with interests apparently identical, have broken up ere this.

There is another factor in the situation, only dimly described at present, which may upset all Mr. Carnegie's predictions. Seventy-five years hence, he has fixed his gaze upon America for a good many years, but we marvel that he has not looked west, across the Pacific. China has almost untapped resources of coal and iron, which we believe will prove equal, if not superior, to those of the United States. She has the most industrious population in the world, which can undertake that of America and even that of India. When the exploitation of China begins, America will soon find the industrial equilibrium adjusting itself afresh. There will be more "Commercial invasions," but it will not be America that will do the invading; it will be China. If the nations of Europe were to combine to develop the resources of China, and bring Chinese labour into the industrial market, by setting the Chinese to manufacture their own raw materials, they would be giving America a far more effective check than could be offered by any "United States of Europe." No such impossible effort will be made by Europe. These movements upon natural lines, without regard to the promptings of prophecy, but that China is destined to upset Mr. Carnegie's calculations is tolerably certain; which only suggests once more how dangerous it is to prophesy unless you know. These considerations do not affect the value of Mr. Carnegie's advice. Europe must work out her own salvation, and must not be dependant in any way upon the Asiatic factor. We only call attention to this aspect of the question because Mr. Carnegie seems to have overlooked it so far as we are able to judge. There are more continents in the world than Europe and America. There is Asia, and Asia will have to be reckoned with in any dream which prevails America dominating the commerce of the world. Depend upon it, before the "American invasion" has gone very far, there will be a general re-adjustment to meet the new conditions of competition. Americans have every reason to be proud of their rapid progress, and their kinsmen in England are proud of it too; but they do not possess a monopoly of iron ore or of enterprise, and there are about 1,500 million other people in the world.—*Times of India*.

NOW READY

THE PAMPHLET ENTITLED:
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Discussed in connection with the
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PRICE: 50 cents, cash.

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1, ICE HOUSE ROAD,
Hongkong, 1st October, 1902.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KASUGA MARU..... SYDNEY and MELBOURNE, VIA MANILA, THURSDAY, 27th Nov., at 4 P.M.

H. Fraser..... TOWNVILLE and BRISBANE..... FRIDAY, 28th Nov., at Noon.

KUMANO MARU..... NAGASAKI, KOBE and YOKO..... SATURDAY, 29th Nov., at Daylight.

E. W. Haswell..... MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID..... MONDAY, 1st Dec., at 4 P.M.

WAKASA MARU..... KOBE and YOKOHAMA..... TUESDAY, 2nd Dec., at 4 P.M.

J. W. McNeill..... VICTORIA, B.C., and SEATTLE..... TUESDAY, 2nd Dec., at Noon.

BINGO MARU..... U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA..... FRIDAY, 5th Dec., at Noon.

IYO MARU..... KOBE and YOKOHAMA..... FRIDAY, 5th Dec., at Noon.

C. H. Butler..... BOMBAY, VIA SINGAPORE and COLOMBO..... FRIDAY, 5th Dec., at Noon.

HIROSHIMA MARU..... BOMBAY, VIA SINGAPORE and COLOMBO..... FRIDAY, 5th Dec., at Noon.

T. Mui..... BOMBAY, VIA SINGAPORE and COLOMBO..... FRIDAY, 5th Dec., at Noon.

KAGOSHIMA MARU..... BOMBAY, VIA SINGAPORE and COLOMBO..... FRIDAY, 5th Dec., at Noon.

K. Kori..... BOMBAY, VIA SINGAPORE and COLOMBO..... FRIDAY, 5th Dec., at Noon.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

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THE Steamship "PARR

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

Death of Herr Krupp.

BERLIN, 22nd November.

6.40 p.m.

Herr Friedrich Krupp, the famous arms manufacturer, has died of apoplexy.

(Ruler's.)

The Governor-General of Australia.

LONDON, November 20th.

Lord Tennyson has been appointed Governor-General of Australia.

The Wreck of the "Elingamite."

All hope of recovering the missing boat from the s.s. *Elingamite*, containing thirty persons, has now been abandoned.

The Kaiser's Departure—A Startling Incident.

November 21st.

The German Emperor has embarked at Queensferry. Prior to this, the horses of the carriage in which His Majesty was being driven to the jetty, shied at the colours of the Black Watch. The danger was observed by General Sir Archibald Hunter, who rushed to the horses' heads, controlling the animals, and thereby preventing an accident.

The Education Bill.

In the House of Commons, the committee stage of the Education Bill has been completed, some new clauses being added, and the closure applied, altogether the committee stage has occupied forty-five days. The Government had very large majorities on all divisions.

LATER.

The India Budget, and the case of the Ninth Lancers.

The India budget is now before the House of Commons.

Colonel Hon. H. Legge, M.P. for St. Georges, Hanover Square, introduced the case of the Ninth Lancers. Lord George Hamilton replying, said that the action taken was disciplinary, and authorized by the highest military personages in India. He defended the infliction of collective punishment, and read a telegram from the Government of India showing the result of collective punishment. The commander of the Lancers had stated that the identity of the culprits was reasonably suspected; but the evidence was insufficient to convict.

Lord George Hamilton further said that our success in ruling coloured races was due to the fact that we established perfect equality between the races before the law, and much as he valued the reputation of the Ninth Lancers, he valued the credit of the army and the reputation of the government more. He would unhesitatingly support Lord Curzon in bringing the culprits to justice.

Mr. Chamberlain's Tour.

November 22nd.

It is reported that Mr. Chamberlain will visit Gairn for a day or two, also Aden and Mombasa, and further that he intends to take a short trip on the Uganda railway.

WARREN'S CIRCUS.

The great marquis of Warren's Circus was filled to overflowing on Saturday night when Sir H. A. Blake, C.M.G., and Government House party graced the proceedings with their presence. There was a complete change of programme, and all the items were gone through most admirably. Ninny's wonderful pony *Littler* and the eccentricities of his trainer, elicited great applause. Miss Emily Lucifer followed and at its conclusion, Cento, Walter Fenton and W. Banvard, gave a remarkable exhibition on the horizontal bar, and this combined with their contagious merriment, kept the house in a good humour. Ninny's high jumping dog *Max* was next on the list and showed again his abilities in obstacles. This was followed by a bevy of fair equestriennes, who rode gracefully and made a favourable impression. Bella and Dick, the two juvenile members of the Company, then gave an exhibition of tumbling and hand balancing, and at the termination won rounds of applause. Miss Florence Adelaide, a young lady already known in Hongkong, appeared in the guise of a clever vaudeville artist, and created quite a good impression, and elicited great cheering from her many admirers. Mlle. Mary Rose, with her highly trained dogs, concluded the first part of the programme. The second half was equally good, and quite justified the applause accorded. The items included Mlle. Ivy, on the single trapeze act, W. Fenton, in his daring jockey act, Ninny and Cento, in their eccentricities, and the original turn of Mlle. Katerina and Little Dick. Miss Mary Bell quite electrified her audience with her wire walking act, whilst the Brothers Lucifers were responsible for a great deal of the success of the evening. To-night a benefit is fixed for Ninny, and a large audience should result.

THE "INDRAPURA"

DAMAGED CARGO SOLD FOR \$10,000.

The *Indrapura* will be ready for refloating in about a week. When she entered No. 1 Cosmopolitan Dry Dock on the 12th inst. it was found that she must have struck a snag in the Columbia River, for a dent that necessitated the removing of eight plates was discovered in the bow. The damaged cargo, consisting of jute and gunnies, that caught fire in No. 5 hold on the 16th, has been sold for \$10,000. The vessel is being repaired under Lloyd's.

THE CANTON RIVER PIRACY.

The recent murder of the ex-British Consul Constable at Canton by pirates while travelling by junk to Hongkong, once more, draws our serious attention to the desperately lawless state of the Canton delta, observes the *China Gazette*, and it is high time that the foreign Ministers at Peking brought the matter forcibly before the Board of Foreign Affairs. We foreigners cannot do all the riverine police work in China, and the time has arrived for the Canton Viceroy to create a flotilla of shallow draft patrol boats, armed with marines, and say one or two 12 pounders, to be placed in charge of competent foreigners. To such an extent has piracy in the Canton delta and West River extended, that there is no guarantee for either life or property. A few years since the silk trade was completely paralysed, and trade will go to rack and ruin unless something is speedily done. The useless "guard boats" which are anchored at points every three miles along the West River should be abolished and in their stead armed launches be placed upon these waters.

COLLISION IN THE CANTON RIVER.

STEAMER, SUNK.

On Saturday a collision occurred in the vicinity of Sun Island, Canton River between the French steamer *Eclair*, owned by Messrs. Guellux and Co., and the Chinese-owned river steamer *Hoi Kang*. The *Hoi Kang* commenced to sink almost immediately after the collision, but from the reports to hand the life-boats of the *Eclair* succeeded in preventing loss of life. Both vessels were bound for Canton. The *Hoi Kang* left Macao on the 21st inst. at 4 p.m., and was deeply loaded with general cargo and passengers. Mr. Guellux is the local agent of the *Eclair*.

CANTON NOTES.

(From Our Correspondents.)

Canton, 22nd November.

THE FRENCH POST OFFICE. The fine building intended for the French Post Office is nearing completion. It is an imposing block, situated at the east corner frontage of the Bund on Shamenee.

THE F. MINE.

The rice famine is having such an effect on the country people that they have been reduced to selling their children in order to obtain rice. Yesterday, when the usual guard round was being made, by Capt. Yung's soldiers they found a boat with an old woman and four small girls. On questioning the woman they ascertained that the girls had been bought in Ko Lim Fu, Kwang Tung Province. They were taken to the Nam Hoi.

THE "ELITA" NOSSACK.

Elita Nossack is not off the bank at present, and is discharging her cargo into lighters and cargo boats of any description. Owing to the increased shipping in the harbour lighters, punties, and cargo boats are very scarce.

AMERICANS WANT WORK.

CANTO, 22nd inst. Yesterday there were a number of Americans arrived here from Hongkong seeking employment. I cannot imagine anyone advising unemployed to come to Canton as there is only the limited number of merchant offices on the Shamenee and when vacancies occur they are filled from their offices in Hongkong. I understand this influx of Americans is caused by the disbandment of the Commissariat and other departments in Manila.

BILLIARDS—A MISTAKE.

One of the principal recreations is billiards at the Canton Club. Just recently the Billiard Tables and French Cannon Tables were reset, but it was found that the tables had never been marked or spotted correctly. In one case a spot was 3 inches out of place and the billiard spot one inch too high. What about our smart billiard players?

THE CANTON RIVER PIRACY.

The Chinese gunboat *Akong* arrived about noon to-day from the scene of the late piracy in which Mr. Evans unfortunately lost his life. Mr. Waters has arrived in Canton, and I believe is pressing his scheme of policing the river with the nine torpedo boats which are lying idle at Whampoa. This is not a new idea, but one which Mr. Waters, who is well versed in Chinese military and naval matters, has advocated for a very long time. One of the boats above mentioned is entirely unfit for service, but the other eight are practically new and of German build. If the scheme could get the support of Admiral Leu Boai I have no doubt that he could push matters with the authorities here, but in any case there should be at least one European on each boat. All efforts that have been made by the Chinese authorities, assisted by EU officers for the suppression of piracy in this district have been futile and a mock, generally ending in the authorities being bought over. Why do not the Consulate demand the policing of the river as suggested by Mr. Waters, such demand being within the treaty rights of which they seem loath to avail themselves? As before stated I am of opinion that the German Consul will be against the idea as it will be remembered it was he who vetoed the scheme when first proposed.

TROUBLE IN THE CHINESE ENGINEERING AND MINING COMPANY.

The *N.C.D. News* received the following wire from Tientsin, on the 19th inst.:

It is feared that the hoisting of the dragon flag at the mines on the pretext that it was the birthday of the Dowager Empress precludes some action on the part of the Chinese prejudicial to the company generally.

The situation remains complicated and the most conflicting statements are being made. Mr. Yang, a former director, publishes some extraordinary statements but nothing definite is anticipated, until the meeting which is to be held on the 28th inst.

The following is the notice of the meeting referred to in the above telegram:

A. Meeting of Shareholders in the Chinese Engineering and Mining Company, Limited, is hereby called for November the 28th at 10 a.m. at the Company's Office to discuss and, if necessary, to vote upon various matters affecting their interests.

It is requested that the attendance may be as full as possible.

Shareholders here and at the various ports are requested, if they are unable personally to attend, to appoint representatives who should be provided with a certificate as to the number of shares they represent.

CHANG-YI.

Director General and Superintendent.

CHINESE SEEKING TO RECOVER.

The same day the *Shanghai Mercury* was in receipt of wire from Tientsin stating:

It is believed here that H. E. Chang Yi-mow aims at the recovery for the Chinese of the whole of the property of the Chinese Engineering and Mining Company. This is regarded as a very daring scheme.

THE "TERRIBLE'S" TRIP.

QUESTIONS IN THE COMMONS.

In the House of Commons on the 20th ult. Sir W. Allan asked the Secretary to the Admiralty what was the date of H.M.S. *Terrible* leaving Hongkong, and the number of days occupied by her voyage to Portsmouth; what was the amount of coal she consumed on the voyage; and if she could now steam her designed speed of 22 knots; and if he would state who designed the gun-carriage for the guns used at Lady-smith.

Mr. Arnold-Forster: The *Terrible* left Hongkong on July 29, and arrived at Portsmouth on Sept. 11, occupying 51 days on the voyage, of which 34 were steaming days, the remaining 17 being spent in harbour. The amount of coal consumed on the voyage was 8,670 tons, of which 7,466 tons were consumed when under way. On her last full speed trial in July, 1901, she developed 24,693 horse-power, for four hours. No full speed trial has been made since that date. It is doubtful whether the ship can now maintain her designed speed for any length of time as her boilers, engines, and auxiliary machinery require extensive repairs, such as may be expected at the close of a long commission. The gun-carriages for the guns used at Ladysmith were designed by Captain Percy Scott, and were constructed under his immediate supervision.

Sir W. Allan: Is the right hon. gentleman aware that the gun-carriages were designed by Assistant-Engineer Roscoe, and not by Captain Percy Scott?

Mr. Arnold-Forster: No, Sir, I am not aware of that, and I am clear that the facts are as I have stated. (Hear, hear.)

EASTERN TELEGRAPH CO.

AND WIRELESS TELEGRAPHY.

Marcini's latest rival is Maskelyne—Mr. Nevil Maskelyne, son of the veteran entertainer. He has concluded an arrangement with the Eastern Telegraph Company, whereby his own system of wireless telegraphy is to be installed on the cable ships of the Eastern Telegraph Company.

Informed as to a current rumour, Mr. Maskelyne, senior, observed to a representative of a home journal: "You can be sure the Eastern Telegraph Company will never abandon the use of cables; but my son's system of wireless telegraphy is to be used on their cable ships, and will be an efficient means of communication between them and the shore. By this means, any news of a breakdown can easily be communicated all along the line from one ship to another; and install on one will be set up at places on the line of cable where breakdowns usually occur owing to the wash of the waves. But the Board of the company considers—like we do—that wireless communication can only be an aid, and nothing more, to cable work. Wireless telegraphy can do nothing more."

Answering further questions, Mr. Maskelyne added: "The Maskelyne system is superior to the Marconi system. Instead of vertical wire we have a close circuit; instead of the unreliable coherer, we have an instrument of our own, through which you can send a flash of lightning without spoiling it. We carry over fifty miles with an ordinary coil, whereas the Marconi system has a twenty-five horse-power dynamo, and does not get its results then! Our system was tried by the Post Office authorities at Holyhead, from Holyhead to Dublin, and to catch the boats coming into Holyhead and the Marconi system was on its test at the same time. Our sounder would often catch the boats coming in half an hour before the Marconi system got to them. We firmly believe that you cannot send much further than fifty or sixty miles by wireless telegraphy."

THE CHENCHOW MURDERS.

REPORTED ESCAPE OF CAPTAIN LIU LIEN-HSU.

The *Je Je* states that a telegram has been received in Peking reporting the escape from prison of Capt. Liu Lien Hsu, the military official just condemned to death by Imperial Edict at the demand of the British Minister for the Chenchow murders. We hope for the sake of China's credit that the report is a false alarm, but there appears no doubt in the *Je Je* statement, though our contemporary says the matter had not up to the time of publication been reported to the Throne. If it proves to be true, the position will become very complicated, and considerable doubt will surround the identity of the recaptured captain, as nominally he will of course be retaken.—*P. & T. Times*.

THE YOKOHAMA FIRE.

INSURANCES.

In reference to the recent fire at Yokohama the *Japan Mail* of the 21st says:

Though comparatively few residents were aware of its occurrence, the fire on Sunday morning was one of the most destructive that has visited the settlement. It is supposed to have originated in the 'silk' department which occupied the third story, probably by means of a lighted cigarette end. A lot of 500 bales of raw silk were packed ready for shipment and were destroyed with the other stock.

The following is the list of the insurers:

	Yen.	Agents.
Aachen & Munich	100,000	Messrs. Bavier & Co.
Commercial Union	120,000	H.S. Playfair, Esq.
Hamburg, Bremen	100,000	Messrs. Carl Rhode & Co.
Hanseatische	20,000	Messrs. Simon, Evers & Co.
Helvetia Swiss	195,000	Messrs. Sifer, Wolff & Co.
Hongkong	107,000	Jardine, Matheson & Co.
Lancashire	100,000	Messrs. Cornes & Co.
Law Union and Crown	150,000	Vivanti Brothers.
London Assurance	30,000	Messrs. H. Ahrens & Co.
Magdeburg	107,000	Siber, Wolff & Co.
National (Ireland)	40,000	The China and Japan Trading Co., Limited.
Netherlands	40,000	Messrs. Raspe & Co.
Norwich Union	60,000	Messrs. Bavier & Co., Messrs. Cornes & Co.
North British and Mercantile	20,000	Messrs. Findlay Richardson & Co.
North German	50,000	R. Bleifuss, Esq.
Northern	80,000	Messrs. W. M. Strachan & Co., Limited.
Patriotic	20,000	Messrs. Pollak Bros.
Prussian National	30,000	Simon, Evers & Co.
Queen	90,000	W. M. Strachan & Co., Limited.
Royal	100,000	Olto Reimers & Co.
Salomander	20,000	H. Klingens & Co.
Scottish Union and National	40,000	M. Raspe & Co.
State	60,000	C. Weinberger & Co.
Transatlantic	75,000	C. Illies & Co.
Western	60,000	The China and Japan Trading Co., Limited.
Total	1,799,000	

A later report states that the net loss in the fire is now estimated at 1,350,000 yen.

Commercial.

TO-DAY'S INTELLIGENCE.

The share market is depressed. HUNFREYS small sales at \$12.75. GREEN ISLAND CEMENTS at \$20.75. KOWLOON WHARVES at \$89 and \$89.50. DOUGLAS S.S. \$41.50. CHINA FIRES at \$84.50. There are buyers of HONGKONG HOTELS at \$140, also of WEST POINTS at \$50; but with no response from sellers. BANKS are quoted at \$67.50 and WHAMPOA DOCKS at \$12.50. There are sellers of HONGKONG LANDS at \$183, and are weak at quotation. It is rumoured that there will be no Interim Dividend of INDO CHINA, and consequently there are sellers at \$97.00.

OPIUM QUOTATIONS.

Hongkong, 23th November.

	Per chest.
MALWA NEW	@ \$980/1,000
" LAST YEAR	@ 1,000/1,020
" OLDEST	@ 1,020/1,060
PATNA NEW	@ 975
" OLD	@ 975
BENARES NEW	@ 975
" OLD	@ NO STOCK
PERSIAN (PAPER)	@ 780/820

To-day's Advertisement.

NOTICE.

CONSIGNEES of Cargo per Steamship

"KENNEBEC"
The above Steamer having arrived, Consignees are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge or Loading of the Vessel will be landed and stored at Consignee's expense.
No Fire Insurance will be effected by us in any case whatever.

STANDARD OIL CO. OF NEW YORK,
Oriental Shipping Department,
by W. BOLLES,
Agent.
Hongkong, 24th November, 1902. [1276]

To-day's Advertisements.

WARREN'S GRAND AMERICAN CIRCUS

on the PRATA, HONGKONG, (Facing the Central Market).

TO-NIGHT (MONDAY), 24TH INST.

has been specially set apart for the Benefit of the Celebrated Continental Clown and Gymnast NINNY who, in addition to the Exceptionally Strong Company, will appear in new Acts of Diversion and Skill.

TIME AND PRICES AS USUAL.

Seats can be reserved both at the CIRCUS and the ROBINSON PIANO COMPANY.

GEO. WARREN, Sole Proprietor, Hongkong, 24th November, 1902. [1276d]

ST. ANDREW'S BALL, 1902.

As no Scotsman can attend the Ball on 28th inst., but as a Subscriber, the Names of intending Subscribers (Naval and Military included) should be sent to the Under-Secretary as early as possible. To prevent inconvenience to gentlemen attending the Ball they are specially reminded that the Invitation card counterfoil WILL BE COLLECTED ON ENTERING THE HALL.

DAVID WOOD, Hon. Secretary, Hongkong, 24th November, 1902. [1277d]

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

It is hereby notified by this Department that at Twelve o'clock noon on the 22nd November of the current year, Tenders by public auction will again be invited, at the Secretariat of this Department, for the CONSTRUCTION OF FOUR SHEDS for the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$425.25.

Conditions for competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES, Engineer in charge.

PUBLIC WORKS DEPARTMENT, MACAO.

NOTICE.

It is hereby notified by this Department that at Twelve o'clock noon on the 22nd November of the current year, Tenders by public auction will again be invited, at the Secretariat of this Department, for the erection of TWO BLOCKS OF BUILDINGS for Shops in the Market of San Domingos.

In order to be admitted to the Auction it will be necessary for bidders to prove that they have made a provisional deposit of \$543.25.

Conditions for competition and Specifications of the Work can be seen in this Department on Week Days, not being public holidays, between the hours of 10.30 a.m. and 3 p.m.

Public Works Department, Macao, 22nd October, 1902.

A. NUNES, Engineer in charge.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the above Port TO-MORROW, the 25th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 24th November, 1902. [1271d]



BUCHANAN BLEND
SCOTCH WHISKY



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS

By Appointment to

H. M. THE KING

and

HRH. THE PRINCE OF WALES

SOLE AGENTS

LANE, CRAWFORD & CO.

HONGKONG

Shipping—Steamers.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	MANILA (DIRECT)	26th Nov., at Noon.
DIAMANTE	2540	W. Lawson	Do.	3rd Dec., at Noon.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 19th November, 1902.

[1208d]

OCEAN STEAMSHIP CO., LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PELEUS"	3rd December, 1902.
"	"TYDEUS"	15th "
"	"TELEMACHUS"	31st "
"	"FROMETHEUS"	8th January, 1903.

HOMEWARDS.

FOR LONDON.

"AGAMEMNON"	25th Nov., 1902.
"TANTALUS"	(FOR AMSTERDAM and LONDON) 26th "
"ULYSSES"	23rd "
"PELEUS"	6th Jan., 1903.
"ANTENOR"	20th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).	
"ALCINOUS"	20th Dec., 1902.
"TYDEUS"	20th Jan., 1903.

S.S. "AGAMEMNON" has arrived and leaves for SINGAPORE TO-MORROW.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

"SHANGHAI"	"WOOSUNG"	25th November.
"SHANGHAI"	"SHANSHI"	26th "
AMOI, MANILA, CEBU and ILOILO	"SUNGKANG"	26th "
"SHANGHAI"	"FOOCHOW"	29th "
Kobe and Yokohama	"CHINGTU"	4th December.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	5th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"MOYUNE"	27th November.
"	"OOPACK"	10th December.
"	"NINGHOW"	25th December.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI"	20th December.

TRANS-PACIFIC SERVICE.

VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA.	"MOYUNE"	29th November.
"	"NINGHOW"	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 19th November, 1902.

[936d]

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA" and "INDRASAMHA," between

HONGKONG AND PORTLAND (OR.),

Calling at SHANGHAI, NAGASAKI, MOI, KOBE, and YOKOHAMA.

"INDRASAMHA"	5,197 Tons	Dec. 14.
"INDRAVELLI"	4,899 "	Jan. 14.
"INDRAPURA"	4,899 "	Feb. 13.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.

ALLAN CAMERON, General Agent.

[1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 26th November.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 30th November.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 3rd December.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th December.

* VIA SWATOW AND AMOI.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon, at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co.'s Local Branch Office, at No. 4, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 24th November, 1902.

[1379c]

Shipping.

STEAMERS.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"BORDER KNIGHT"	About 24th Nov.
"ORONO"	10th Dec.
"CROYDON"	20th Dec.

"MOGUL"	3rd Jan.
"HINDUSTAN"	15th Jan.
"MACDUFF"	To follow.
"SHIMOSA"	"

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 22nd November, 1902. [139d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG"

Capt. James Young, will be despatched as above on WEDNESDAY, the 26th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 20th November, 1902. [1251d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE.)

(Taking Cargo at through Rates to the PERSIAN GULF, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"TIROL"

Capt. Bretfeld, will be despatched as above on THURSDAY, the 27th instant, P.M.

This steamer has special accommodation for passengers, electric light and carrier service.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,

Agents.

Princes' Buildings.

Hongkong, 19th November, 1902. [1160d]

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU,"

3,860 Tons.

Capt. Bishop, will be despatched hence for MANILA, on WEDNESDAY, the 26th instant, at Noon.

To be followed by

"ROSETTA MARU,"

on or about 3rd December.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Princes' Buildings.

Ice House Street.

Hongkong, 22nd November, 1902. [1189d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 29th Dec.

"CHINGTU" " 26th Dec.

"TAIYUAN" " 20th Jan.

"TSINAN" " "

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,

Agents, C. N. Co., Ltd.

78rd

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through CARGO at ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE,"

Capt. McArthur, will be despatched for the above Ports, on THURSDAY, the 11th December, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 22nd November, 1902. [1270d]

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMOHR"

Capt. Wallace, will be despatched as above on or about MONDAY, the 15th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 7th November, 1902. [1187d]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOOCHOW.

THE Company's Steamship

"HAITAN"

Capt. Reach, will be despatched for the above Ports TO-MORROW, the 25th instant, at 11 A.M.

For Freight or Passage apply to

DOUGLAS LARRAIK & CO.,

General Managers.

Hongkong, 24th November, 1902. [1266d]

NIPPON YUSEN KAISHA.

RESUMPTION OF MANILA SERVICE.

FOR MANILA.

THE Company's Japanese Mail Steamship,

"KASUGA MARU"

4,000 Tons, Capt. Hector Fraser, will be despatched for the above Port on THURSDAY, the 27th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MHARA,

Manager.

Hongkong, 5th November, 1902. [1177d]

Consignees.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"STRASSBURG"

Capt. Maden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th November, 1902. [1253d]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH & LONDON.

THE Steamship

"MONMOUTHSHIRE"

Capt. H. N. Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 21st November, 1902. [1262d]

CONSIGNEES NOTICE.

S.S. "SALAMANCA" FROM BANGKOK.

CONSIGNEES OF 100 Bags of Rice marked E F

PUNTA RENAS

No. 1/103 shipped by E. F. FORTNOS, are hereby notified that same have been landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

BRADLEY & Co.,

Agents.

Hongkong, 21st November, 1902. [1264d]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 3, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining undelivered after the 26th instant, will be subject to rent.

No Fire Insurance has been effected.

E. W. TILDEN,

Agent.

Hongkong, 21st November, 1902. [1264d]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., S.S. "Victoria."

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Goods not cleared by the 26th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival hereafter, which date they cannot be recognised.

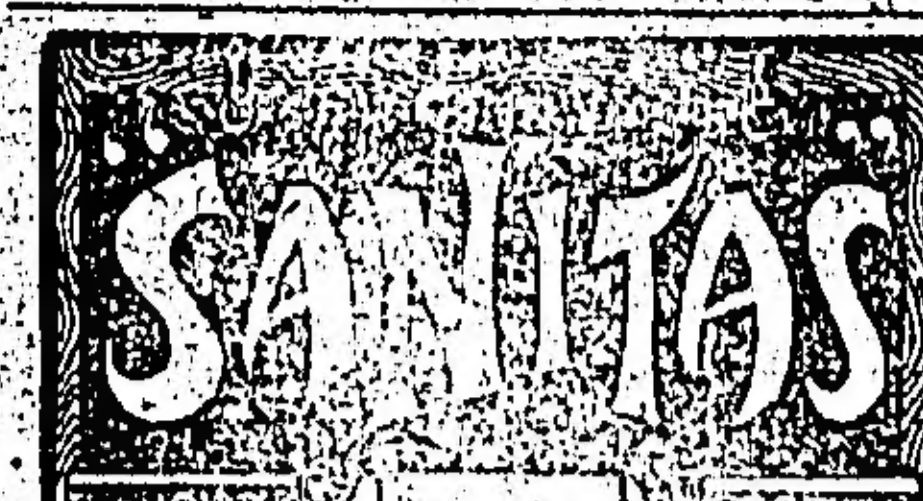
No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

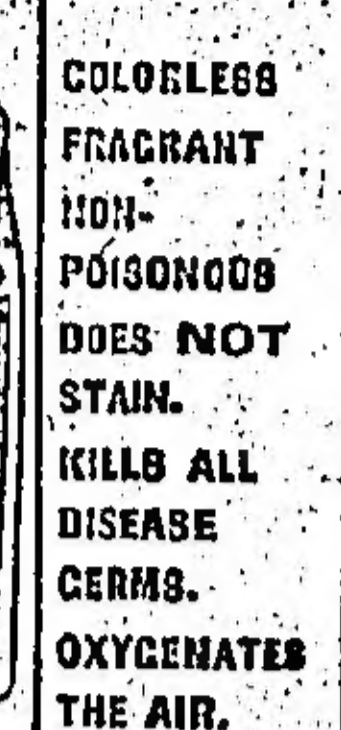
Superintendent.

Hongkong, 22nd November, 1902. [1264d]

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MEE CHEUNG,

(NOVEMBER 24th.)

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